

Peak Period Traffic and Parking Restrictions

On Olive Way, which is a primary route out of downtown and to the freeways, a transit lane has been added to relieve congestion and carry additional buses during the evening peak hours (3-7 p.m.). Contraflow lanes (lanes that carry traffic in the opposite direction of oncoming traffic) have been installed on Ninth Avenue between Olive Way and Stewart Street, and on Fifth Avenue South between South Jackson Street and South Washington Street to provide quicker paths for buses entering and exiting downtown. The Fifth Avenue contraflow lane can also be used by general-purpose traffic for local access.

In order to accommodate additional bus traffic on key transit corridors, on-street parking and load zones are being removed, or peak-period parking restrictions are being extended.

Parking Changes

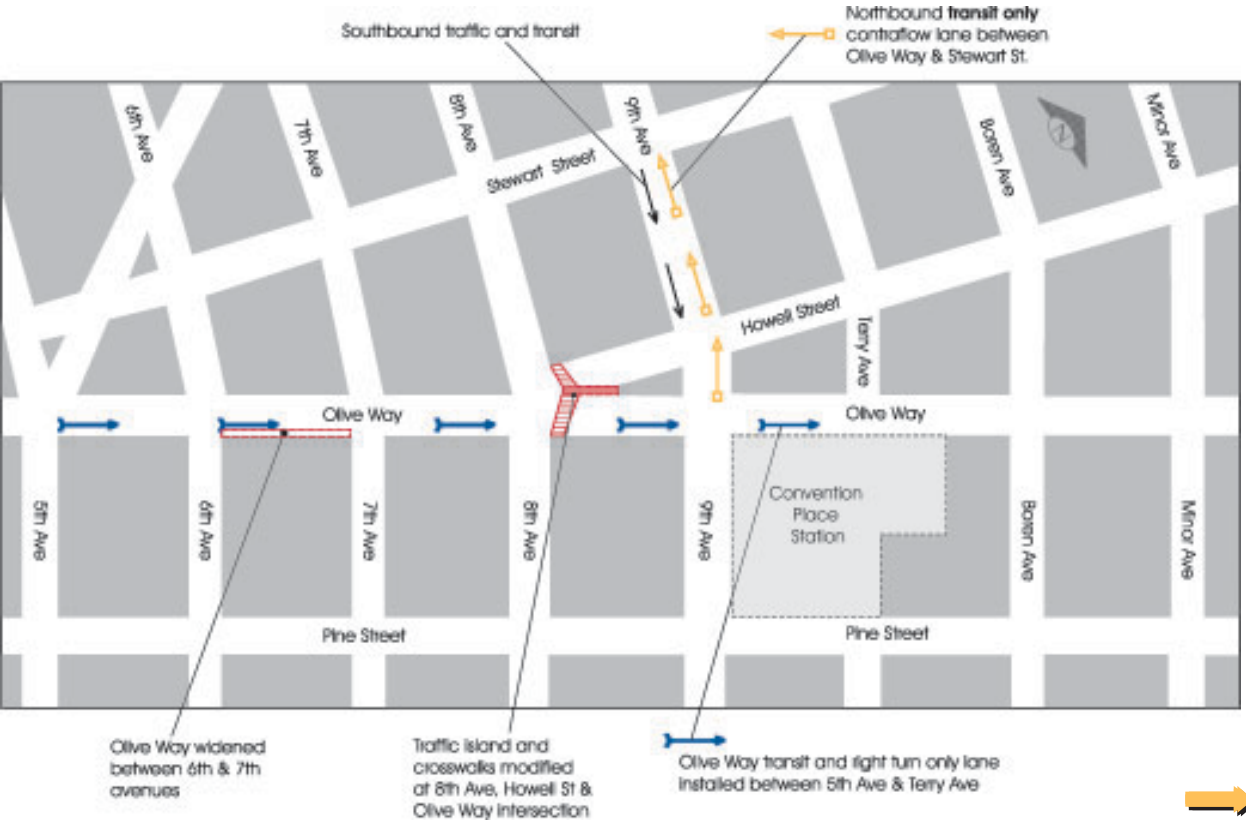
On-street parking is being removed on:

- Fifth Avenue South between South Jackson and South Washington streets;
- East side of Fifth Avenue South between South King and South Jackson streets;
- Fourth Avenue South, between South Jackson and South Washington streets; and
- Ninth Avenue, between Howell and Stewart streets.

On the following transit corridors, parking is currently restricted from 3-6 p.m. or 4-6 p.m. in the evening peak period, and restrictions will be extended to 7 p.m.:

- Olive Way between Sixth and Boren avenues;
- East side of Fourth Avenue between Yesler Way and Olive Way;
- West side of Second Avenue and Second Avenue Extension between Stewart Street and Fourth Avenue South; and
- West side of Fifth Avenue between South Jackson and South Dearborn streets.

Olive Way/Ninth Avenue Peak Period Restrictions



Peak Period Permitting Restrictions

SDOT is implementing new permitting requirements to keep transit moving during tunnel closure. While the tunnel is closed, SDOT is restricting construction that partially or fully blocks a travel lane or sidewalk on streets with high transit and pedestrian use during peak hours. Also, evening peak hour restrictions, currently 3 to 6 p.m., are being extended to 7 p.m.

Exceptions for essential work during peak hours will be considered by application. Case-by-case review allows SDOT to work with each project to minimize traffic disruption and coordinate lane closures. If approved, a daily impact surcharge will be added to normal fees.

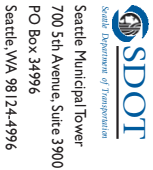
Use of sidewalks near very busy bus stops is also being restricted during peak periods because more pedestrians will be waiting for and getting on and off buses. SDOT will consider applications for exceptions to these restrictions. Existing permits for cafes and other sidewalk uses will be reviewed if sidewalk crowding becomes unsafe.

Application for street use and other permits should be made as early as possible to ensure adequate time for review. Street Use staff is available daily between 8:00 a.m. and 5:00 p.m. on the 37th floor of Seattle Municipal Tower, 700 Fifth Avenue (use the Fifth Avenue entrance on the south side of Columbia street). The Street Use permit counter can be reached by telephone at (206) 684-5253.

For More Information

More information on the Seattle Department of Transportation is available at [www.seattle.gov/transportation](http://www.seattle.gov/transportation). More information on the temporary closure of the Downtown Seattle Transit Tunnel to retrofit it for use by both buses and light rail is available at [www.seattletunnel.org](http://www.seattletunnel.org).

The Seattle Department of Transportation is committed to keeping downtown open and moving during these changes.



KEEPING DOWNTOWN SEATTLE MOVING

Light rail is on its way downtown

Changes to Downtown Traffic, Parking & Permitting During Two-Year Downtown Transit Tunnel Closure

Light rail is coming to Downtown Seattle! When completed in 2009, this critical transportation project will make it easier for residents, employees, and visitors to get into and out of downtown.

To prepare the Downtown Seattle Transit Tunnel for use by both buses and trains, the tunnel must be closed for up to two years beginning September 24, 2005. During the tunnel closure, buses that currently use the tunnel will be rerouted to surface streets. When the tunnel reopens in 2007, many of the rerouted buses will return to the tunnel.

Because there will be more buses on downtown surface streets, the City of Seattle, Sound Transit, King County Metro Transit and Community Transit are providing over \$16 million in mitigation projects to keep all traffic to downtown moving. These projects include: restricting general-purpose traffic on Third Avenue during peak commute times; physically changing some downtown streets such as Olive Way and Prefontaine Place South to improve traffic flow; adding parking restrictions on some streets; widening side-walks and adding bus shelters in key downtown locations to accommodate an increase of transit passengers; and expanding restrictions during peak commute times on sidewalk use permits and travel lane closures.

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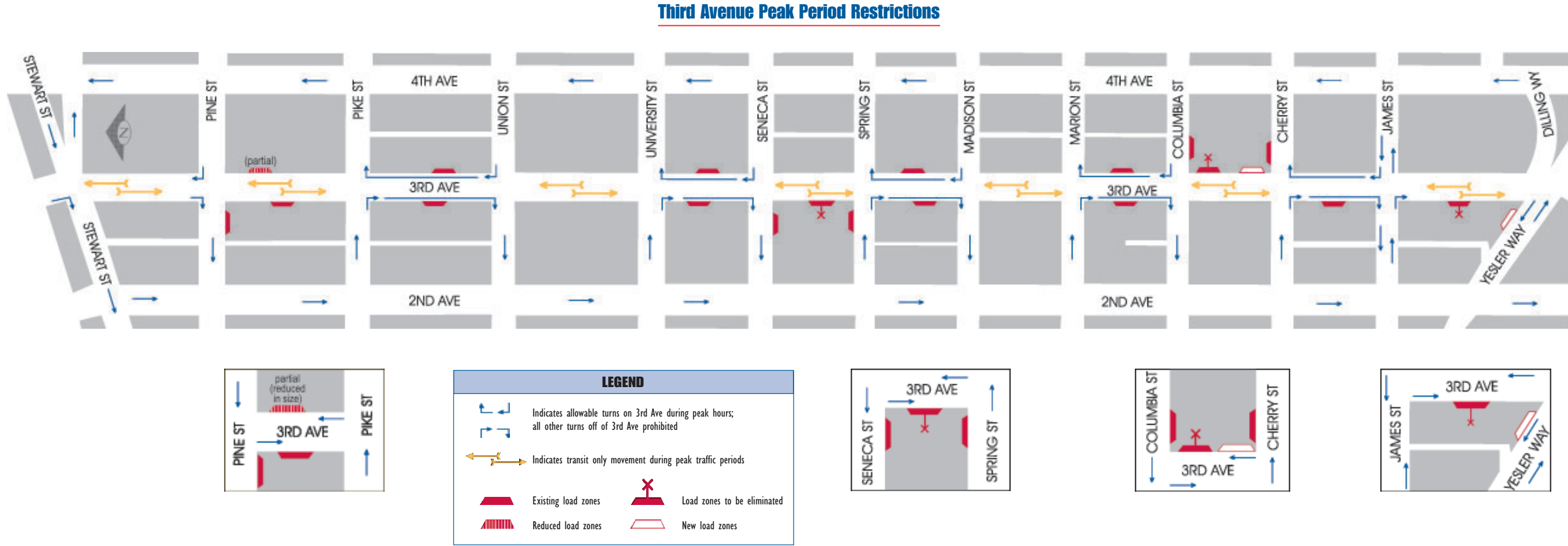
Third Avenue Peak Period Restrictions

Once the tunnel closes, the most visible changes will occur on Third Avenue. During the morning and afternoon commute periods, 6-9 a.m. and 3-7 p.m., Third Avenue between Stewart Street and Yesler Way will be converted into a transit-priority corridor. General-purpose traffic will be allowed to travel on Third Avenue for just one block before making a right turn. Seattle Police officers will be directing traffic at critical intersections to ensure efficient vehicle movement.

Traffic traveling north and south through downtown during the morning and evening peak periods can use other routes, such as First, Second, Fourth, or Fifth avenues.

Third Avenue Load Zone Changes

In order to extend the length of some bus zones and maintain transit speed and reliability on Third Avenue, SDOT is removing, relocating or modifying some pull-out commercial and/or passenger load zones. Alternate load zones have been identified on the same block as the affected zones.



Prefontaine Place South Peak Period Restrictions

On Prefontaine Place South, which serves as an entry point to Third Avenue at Yesler Way, traffic will be restricted to buses only during the morning (6-9 a.m.) and evening (3-7 p.m.) peak periods. Northbound traffic on Fourth Avenue can continue north on Fourth Avenue rather than turning at Prefontaine Place South.

Prefontaine Place South Peak Period Restrictions

Prefontaine Place South Load Zone & Parking Changes



Prefontaine Place South Peak Period Transit-only Lanes



5th Avenue Peak Period Contraflow Lanes

